



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

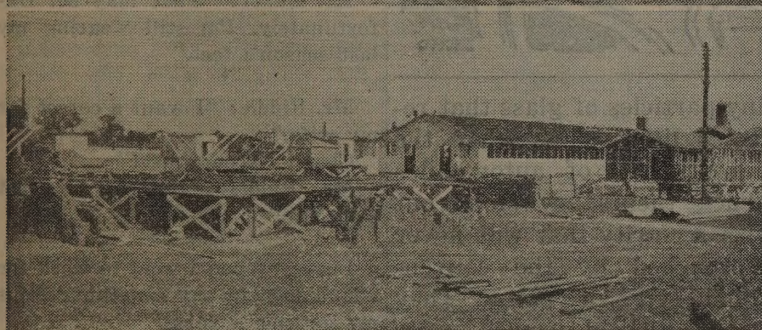
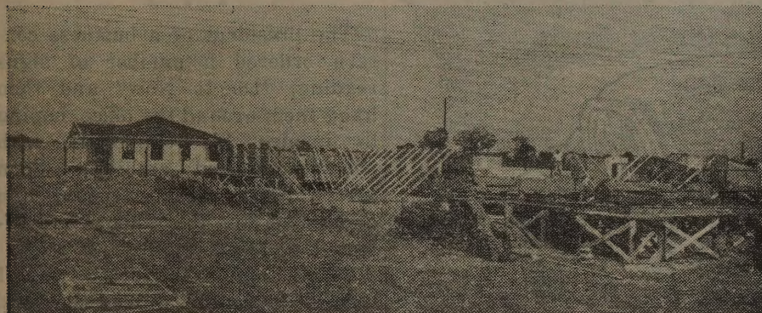
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RALEIGH, N. C.

Friday, June 11, 1948

## PROGRESS AT NASH CAMP



Representative of the four new prison camps now under construction in the State is this group of partially-completed buildings at the camp near Nashville. Top and bottom pictures show the present stage of progress on the new camp, while the center picture shows the row of prisoners' cages now in use. New camps similar to the one above are also being constructed in Carteret, Hertford and Sampson counties. (Photo by W. K. Mingis.)

## PRICE TRENDS AND SUPPLY

BY R. G. KING  
Purchasing Department

The experts say that the prospects for business as a whole for the second half of the year, are generally good. The boom will continue for the next few months with prices rising slightly.

Cost of living will rise by the end of the year; not much, but the movement is still in the wrong direction. Groceries will decline a little, but most other things that families buy will rise enough to more than "eat up" the differences. This trend is a sign that leveling of prices and production noted in

(Continued on page four)

## Comparative Report Shows Progress In Accident Prevention

Raleigh.—The Highway Commission's accident prevention program, which was first put into operation in January, 1947, is now functioning on an efficient basis, according to a comparative report on the first four months of the two years issued by Safety Director James P. Dodge.

"In the first four months of each year," Dodge points out in his report, "total accidents were almost the same, 413 against 417, but the important fact is that lost-time injuries dropped from 70 to 42. The overall record shows a saving of 28 lost time injuries this year under

(Continued on page three)

## Commission Allocates Retreatment Funds; Hears Plans Of Tryon Palace Delegation

### Revised Edition Of Highway Color Map To Be Distributed

Raleigh.—Printed in color and bearing representative scenes from all sections of the State, North Carolina's first postwar tourist maps have been received from the printer, and are now available for distribution, according to Office Engineer W. W. Hampton of the Locating Department.

Similar to the black-and-white maps which were published in January, the new color maps show the State's highway system as it now exists, indicating all of the changes in routing and type of roadway made since the end of World War II.

Like the black-and-white maps, the new color maps are available to the public upon request of responsible individuals. Requests from North Carolina's public school pupils for maps have been heavy in the past, Hampton pointed out, and every attempt has been made to satisfy their needs. In the case of the new 1948 color maps, however, he noted that the cost of printing has risen and the supply of maps is limited. For this reason, the suggestion is being made that school requests for maps be made by teachers, rather than by individual pupils, and that an attempt

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Raleigh. — At a session devoted chiefly to routine business, the members of the State Highway and Public Works Commission on June 3 made their semi-annual allocation of funds for retreatment work and heard proposals of a delegation interested in the restoration of Tryon's Palace at New Bern.

The sum allocated for retreatment work totaled \$1,250,000, and was apportioned in the various divisions on the basis of area, population and mileage of roads. In addition to making the allocation for retreatment work, the Commission gave initial approval to the 32 projects included in the May 27 letting with the exception of the structure portion of the Brunswick county project, which will be re-advertised.

In the matter of the reconstruction of Tryon's Palace, the members of the Commission heard a delegation composed of Mrs. Maude M. Latham of Greensboro, chief contributor to the restoration project; Director R. Bruce Etheridge of the Department of Conservation and Development; and Attorney J. Wilbur Bunn of Raleigh. The Commission

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## PROGRESS

Raleigh.—The volume of highway work now in progress in the State and the rising cost of all types of construction work are both clearly indicated in a tabulation covering the first five months of 1948.

For the five-month period, 87 individual projects, covering 502.09 miles, have been let to contract at a total cost of \$12,578,833.12. In addition, Highway Commission workers on their own account have performed a total of more than \$3,000,000 worth of work so far this year, according to a recent estimate by Chairman A. H. Graham.

While all types of work have been included in the total number of projects let to contract or completed by State forces so far this year, heavy emphasis has been laid upon all-weather surfacing of secondary roads. In addition, however, the allocation of Federal-aid urban money which must be engaged by June 30 has been placed under contract.

## County Mapping Job Scheduled To Begin In Piedmont Section

Raleigh. — Thirty-five Piedmont North Carolina counties this summer will get their first complete map revision in ten years when five working parties takes to the field to make a thorough check on roads and physical features shown in individual county maps.

Under the supervision of the Division of Statistics and Planning, the men of the five field parties will ride over all of the roads shown on the county maps and make necessary corrections so that all farm units, churches, schools and other features classed as "culture" will

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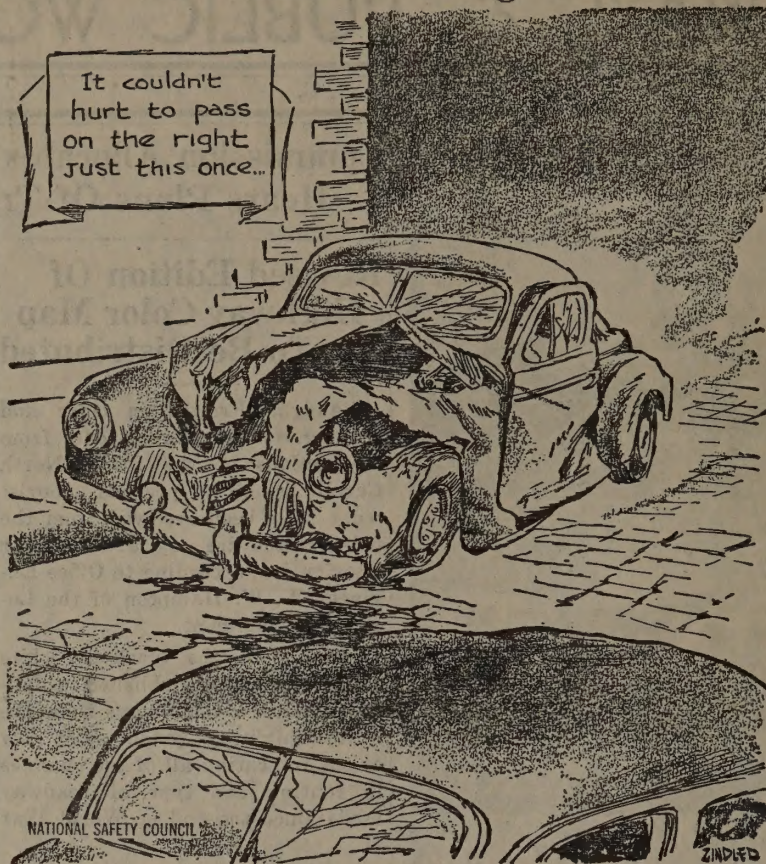
### FORGING AHEAD

The recent comment of a Raleigh newspaper that the sum so far spent by the Highway Commission in 1948 compares favorably with the amount spent for an entire year in the prewar period is a reasonable one, and is indicative of the magnitude of the job which is now being done.

While the task of satisfying everyone's road needs at once is an impossible one, the State Highway and Public Works Commission is now making substantial progress toward a goal higher than any it has ever reached before. Although the fact is likely to be forgotten in the continuing clamor for more and better roads, both 1946 and 1947 were record-breaking years in the total amount of highway work performed and in the total amount of money spent for that work.

Now, with five months already in the past, 1948 is bidding fair to be another record-breaking year. In addition to improvements and additions to the road system itself, 1948 will see other significant achievements in other types of work under the jurisdiction of the Commission. The Prison Department, for instance, this year will complete four new prison camps of up-to-date construction which will replace four of the small number of cage-type camps still in operation. Other activities, of a minor but nev-

## Dead Wrong



ertheless important nature, are also in progress.

Though the goals achieved are substantial, the job which lies ahead of the Highway Commission and each of its employees is of staggering size. The job ahead should never be blotted out by satisfaction with past accomplishments, but there should also be no lack of pride in the job which is being done in 1948.

### EDITORIAL COMMENT

#### LIFE-SAVING LINES

Sometime ago the State Highway and Public Works Department tried out a luminous paint for marking traffic lanes along certain segments of the State's system of roads.

A number of these lines were put down in Greensboro and the users of the city streets came to know their superior visibility after dark, particularly on wet streets.

The paint with which the lines were put down contained

tiny particles of glass that reflected light. Thus when the headlights of automobiles struck them they stood out with a clarity that was never approached by the conventional type of paint. They seemed to hold up well under heavy traffic also. The one that extended along West Market Street in the vicinity of Westover Terrace intersections remained easily seen for many months.

No doubt the luminous paint is more expensive and even if its wearing qualities are inferior, which we are not in position to say, it certainly would be a very worthwhile investment in public safety.

It is to be hoped that the highway folks will see their way clear to laying luminous lines on all highways. There is no question but that they would pay large dividends in prevention of injuries, deaths and property damage. — *Greensboro Record.*

Muskkrats (marsh hares in Louisiana) prefer swimming to walking.

## Today's Chuckles

Albert: "Do you know Mr. Carter?"

James: "Know him! I should say so! Why I got him so drunk one night, it took three hotel porters to put me to bed."

\* \* \*

The president of a business concern ordered a number of signs reading, "Do It Now" and then hung them around the office, hoping to inspire his employees with promptness and ambition. Soon afterwards, a friend visited him and asked how the scheme had affected the staff.

"Well, not exactly the way I thought it would," replied the boss. "The cashier skipped with ten thousand dollars, the head bookkeeper eloped with the stenographer, five clerks asked for an increase, and my secretary quit."

\* \* \*

Mr. Baker: "These shoes are too narrow and too pointed.

Salesman: "Oh, but they're wearing narrow and pointed shoes this season."

Mr. Baker: "That may be. Unfortunately, I'm still wearing my last season's feet."

\* \* \*

Mr. Riddle: "I want a corset for my wife."

Clerk: "What bust?"

Mr. Riddle: "Nothing. It just wore out."

\* \* \*

Lucy: "When I went to work for you, didn't you say something about my getting a raise?"

Boss: "I did say that if you did your work well . . ."

Lucy: "I knew there was a catch in it somewhere."

\* \* \*

They had just met and Jane was driving her new convertible.

Jane: "Would you like to see where I was vaccinated?"

Jerry: "Oh, yes, indeed?"

Jane: "Well keep your eyes open; we'll drive by there pretty soon."

\* \* \*

Mary: "I've been asked to get married twelve times."

Beth: "Golly! Twelve times."

Mary: "Yes, all by my father."

\* \* \*

Willie: "Give me a kiss, Milly."

Milly: "No, my mother is against kissing."

Willie: "But darling, I don't want to kiss your mother."

\* \* \*

Mr. Byrd: "Doctor, what I need is something to stir me up; something to put me in fighting trim. Did you put anything like that in the prescription?"

Doctor: "No, you'll find that in the bill."



## Escapes During May Reach Highest Point Recorded This Year

Raleigh.—Totaling 28, the North Carolina Prison Department's record of escapes during May reached the highest point so far this year, State Penal Director Clyde O. Robinson has announced.

Warm weather and the consequent increase in the amount of outdoor work to which prisoners are assigned were cited as causes for the increased number of escapes. Most serious break of the month occurred on May 17, when six men at the Yancey county camp attacked their guard with a rock and made their getaway. Since that time, however, four of the men involved in the break have been recaptured.

### Escape Ratings

Escape ratings for the month of May were:

#### Three Stars

(No Escapes)

Central Prison and all others with the exception of the following.

#### Two Stars

(One Escape)

Edgecombe 107, Alleghany 801, Duplin 305, New Hanover 306, Hertford 110, Yadkin 810, Durham 503.

#### One Star

(Two Escapes)

Cary Prison Farm, Chatham 601.

#### Non-Star

(More Than Two Escapes)

Richmond 706, Jackson 1008, Moore 606, Yancey 1014.

"Isn't this antique furniture wonderful? I wonder where Mrs. Jones got that huge chest?"

"I don't know, but I've always heard her mother was the same way.

\* \* \*

Policeman: "Little boy, do both your dogs have licenses?"

Boy: "Yes, sir. They're just covered with 'em!"

\* \* \*

The farmer whose pig was killed by an automobile was cussing and raving wildly.

"Don't worry," said the motorist, trying to pacify the bereaved owner. "I'll replace your pig."

"You can't," shouted the farmer, "you ain't fat enough."

\* \* \*

Young Miss on ocean trip for her vacation to one of the ship's officers: "My good man, where is the captain?"

He: "He's forward, Miss."

She: "I don't care—I'm on a pleasure trip."

## COMPARATIVE

(Continued from page one)

the same four month period last year."

Despite the improvement shown in the prevention of lost-time injuries, however, Dodge calls at-

tention to the fact that equipment accidents have increased in number. Noting that there is room for improvement in this particular phase of accident prevention, he states that "willingness and ability to operate equipment safely will put us back on the road to a better record."

## FOUR MONTH ACCIDENT REPORT

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
Third Division	33	1	1.53
Fifth Division	28	1	1.85
Seventh Division	34	3	4.65
First Division	29	4	5.94
Second Division	38	4	6.57
Ninth Division	53	4	6.93
Sixth Division	36	5	7.06
Tenth Division	42	5	7.30
Eighth Division	30	5	7.99
Fourth Division	49	5	9.11
Bridge Mts. Dept.	39	5	10.61
Eleventh Division	6	0	0.00
ALL UNITS	417	42	5.87

MONTH	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
January	123	11	6.3
February	86	10	5.7
March	85	8	4.4
April	123	13	6.96
Total	417	42	5.87

## COMMISSION

(Continued from page one)

sion was informed by Mrs. Latham that she had contributed the sum of \$250,000 as an initial step toward reconstruction of the Palace, which she termed "the handsomest building in the New World at the time that it was built." Co-operation of the Highway Commission was requested, she said, in the relocation of U. S. 70 which would be necessary as a result of the reconstruction, and in the eventual replacement of the present bridge over the Trent River at a new location.

Replying to the request for the Commission, Chairman A. H. Graham noted that the General Assembly of 1945 had passed an act requiring the closing of George street in New Bern whenever the reconstruction should begin. This, he said, would take the matter of relocating U. S. 70 out of the hands of the Highway Commission, for such action would necessarily have to follow in the event that George street were closed. Concerning the relocation and replacement of the bridge, he said that a new bridge would eventually have to be built, and that the reconstruction of Tryon's Palace would be considered as a factor in the new location.

Other business transacted by the Commission included authorization for a survey of an arterial traffic

route through Winston-Salem to connect with U. S. 421 at the east city limits and U. S. 421 and U. S. 158 at the west city limits, and authorization to place a plaque in honor of R. L. Stowe on the new bridge on N. C. 7 near McAdenville. The latter action was taken at the request of Commissioner T. Max Watson of Spindale, who stated that Stowe's record of public work in Gaston county had been long and noteworthy.

Tentative date of the next letting was set for June 29, and the date of the next Commission meeting for June 30. All of the commissioners were present at the meeting of June 3 with the exception of Dr. Henry W. Jordan of Cedar Falls, Sixth Division commissioner.

## REVISED EDITION

(Continued from page one)

be made to conserve the supply of maps by holding the number requested to a reasonable limit.

In addition to color-coding which indicates the types of roads and highways, the new maps include typical scenes of North Carolina life from the State's three major geographical areas. Also included for the first time on a North Carolina color map is a table of distances between points in the State.

Most spiders have eight eyes arranged in rows across the head.

## COUNTY MAPPING

(Continued from page one)

be indicated accurately. Previous revisions of the maps have not been complete in that they only brought changes in the road system up to date, and did not show many other changes.

Originally made by the Highway Commission's regular staff, aided by the United States Public Roads Administration, the maps will be revised this year by advanced students from the schools of engineering at North Carolina State College and Duke University. Men to be in charge of the revision are W. P. Hardee, Q. L. Sorrell, H. W. Pickett, R. L. Hazel, Cecil F. Williamson, D. P. Hammond, H. B. Hyatt, Thomas L. Daughtry, N. S. Martin and John L. Linder.

Counties to be included in the revision process are Durham, Orange, Alamance, Caswell, Person, Granville, Vance, Guilford, Lee, Chatham, Moore, Harnett, Randolph, Cumberland, Hoke, Richmond, Columbus, Bladen, Robeson, Brunswick, Scotland, New Hanover, Wayne, Lenoir, Greene, Wilson, Sampson, Duplin, Wake, Johnston, Nash, Franklin and Warren. All of the other counties of the State also are scheduled to undergo a map revision in the near future. Work for 1948, however, is being limited to 35 counties because of the lack of qualified men to perform the necessary field work.

## Woodville Tigers Best Bears Of Sandy Cross

Hertford.—Continuing to add to their record of victories for the 1948 season, the Woodville Tigers on June 6th walloped the Sandy Cross Bears by a score of 18-1.

"For the Tigers," Superintendent E. S. Fulghum reports, "Jones did the pitching and Felton the receiving. Jones struck out 20 men and only allowed two hits. The Tigers got 18 hits, with Bonds walloping a home-run in the fifth and Sanders getting a two-base hit in the same inning."

"For the Sandy Cross Bears, Winfred did the hurling and Banks the receiving. Winfred struck out ten men and gave up 18 hits to the Tigers. The Bears got only two hits, and they were in the seventh inning."

Teacher: "How many bones do you have in your body?"

Student: "Nine hundred."

Teacher: "Nine hundred! That's a great many more than I have."

Student: "Yeah, but you didn't eat sardines for lunch."



## Army Continues Work On Waterway Bridge

Coinjock.—Announcement of additional closings of the bridge on U.S. 158 over the Intracoastal Waterway here has been made by the Wilmington District Engineer of the Department of the Army.

Previous work on reconstruction of a timber bulkhead has required that the bridge be closed during specified hours on several days during May. In addition, it has been announced that the bridge will also be closed between 9:00 and 11:00 a.m. and 1:00 and 3:00 p.m. on June 14, 15, 16, 17, 18, 21, 22, 23, and 24.

Latest official notice on the bridge work states that on June 28, 29, and 30, and on July 1, 2, 5, 6, 7, 8, and 9 the bridge will also be closed for the same two periods of two hours each. During the hours when the bridge is closed only emergency traffic will be allowed to pass. Cooperation of Highway Commission personnel in publicizing the closing times has been requested.

## PRICE TRENDS

(Continued from page one)

early spring, may have been only a pause in inflation. At any rate, prices now appear to be responding to assumptions that no downturn is due this year in business activity.

Prices, however, are getting closer attention from both the supplier's and seller's side; business buyers no longer are eager to take everything at any price. Higher prices, generally, are expected in months ahead, but businessmen do not hold this view so firmly that they are ready to act on it.

The market for construction machinery is still booming. Steel mills and refineries have yet to find any limit to the demand for their products. Farmers and contractors continue to pay fancy prices for tractors and other equipment and there is no sign of a competitive market in the near future. Railroad cars and locomotive are in great demand and cannot be turned out fast enough to meet the needs of the carriers.

Coal and oil production is expected to lag behind demand. Spring work stoppage in coal mines means that 1948 coal output will be slightly less than in 1947 and the output will be lower, if the strike occurs this summer, as threatened. Oil production, however, is at an all-time high, but spot shortages in gasoline and fuel oil are still anticipated.

There are 10,000 miles of fishing streams in our national forests.

## Low Bids Received At May 27 Letting Total \$2,924,418.64 For 32 Projects

Raleigh.—The State Highway and Public Works Commission on May 27 received low bids totaling \$2,924,418.64 on 32 highway projects covering 187.12 miles of roadway in 23 counties.

Commenting on the letting, Chairman A. H. Graham noted that "a majority of the bids appeared to be reasonable in view of present costs." The total number of bids received was 155, with the heaviest competition among contractors on the larger projects.

Projects in the letting, and low bidders, were:

Craven—Sand asphalt surfacing of 8.62 miles from US 70 in Dover to NC 55 near Fort Barnwell, Barrus Const. Co. Kinston, N. C., \$114,386.00.

Craven—Sand asphalt surfacing of 5.75 miles on US 70 from end of wide pavement in New Bern to NC 55, W. L. Cobb Const. Co., Decatur, Ga., \$74,231.66.

Sampson—Grading, surfacing and structures of .93 miles on NC 24 at Big Creek, Little Coharie Creek, Bearskin Swamp and Great Coharie Creek, Bowers Const. Co., Raleigh, \$179,874.70.

New Hanover—Moving buildings, grading and bituminous surfacing of 1.58 miles from Greenfield Street north along Third Street to Dawson Street and east along Dawson Street to 17th Street in Wilmington, Towles-Cline Const. Co., Wilmington, roadway, \$181,820.50; E. W. Grannis Company, Fayetteville, moving buildings, parts I & II, \$54,350.00.

Orange—Grading, bituminous surfacing and structures of 4.95 miles from a point approximately 2.8 miles southwest of NC 86 to a point just northwest of Orange Grove, D. W. Winkelman Company, Inc., Greensboro, roadway, \$115,573.00; D. W. Winkelman Company, Inc., structures, \$14,618.00.

Alexander—Grading, bituminous surfacing and structures of 5.51 miles on NC 127 from north end of Catawba River Bridge north approximately 1.16 miles from a point approximately 3.36 miles north of end of Catawba River Bridge north 4.35 miles, Suber & Co., Inc., Whitmire, S. C., roadway, \$128,516.20; W. F. Brinkley & Son Const. Co., Inc., Granite Quarry, structures, \$73,263.00.

Moore — Grading, bituminous surfacing and structures of 10.63 miles from US 501 in Carthage southeast to US 1 in Vass, Barrus Const. Co., Kinston, \$148,895.00.

Caldwell—Grading, bituminous surfacing and structures of 3.06 miles from a point on NC 18 near city limits of Lenoir southwest to a point 1.1 miles southwest of west city limits of Lenoir, H. R. Stewart & Co., Asheville, roadway, \$218,568.00; W. F. Brinkley & Son Const. Co., Inc., Granite Quarry, structures, \$37,354.90.

Davie—Bituminous surfacing of 3.5 miles on NC 801 from a point .3 miles north of Advance through Advance to a point 3.2 miles south of Advance, Propst Const. Co., Inc., Concord, \$244,505.33.

Buncombe — Grading and structures of 3.37 miles on US 19 and US 23 from a point on Haywood Street in Asheville east crossing French Broad River to a point on Patton Avenue, Asheville Contr. Co., Asheville, roadway, \$226,765.50; Neal Hawkins, Gastonia, structures, \$74,707.40.

Lincoln—Grading, bituminous surfacing and structures of 2.96 miles from a point in Cat Square east to Union School, Suber & Co., Inc., Whitmire, S. C., roadway, \$51,

4455.80; A. R. Thompson Contr., Inc., Rutherfordton, structures, 028,114.00.

Perquimans—Widening and bituminous resurfacing of .95 miles from end of Project 1-700 in Hertford along Grubb Street to intersection with US 17, W. L. Cobb Const. Co., Decatur, Ga., \$23,036.85.

Craven—Sand asphalt surfacing of 10 miles on US 70 from a point 4.5 miles east of Dover east 10 miles, W. L. Cobb Const. Co., Decatur, Ga., \$70,668.00.

Lenoir—Sand asphalt surfacing of 5.50 miles from NC 11 at Deep Run to US 253 at Woodington, Barrus Const. Company, Kinston, \$34,867.00.

Brunswick—Sand asphalt surfacing and structures of 7.82 miles from a point four miles south of intersection of US 17, 74 and 76 south to a point north of Lilliput Creek, 12 miles north of Southport, V. P. Loftis Const. Co., Charlotte, \$110,826.15, roadway; E. W. Grannis Co., Fayetteville, structures, \$13,887.45.

Guilford—Bituminous surfacing of 4.02 miles for resurfacing in and around Greensboro, Thompson-Arthur Const. Co., Greensboro, \$48,253.25.

Guilford—Bituminous surfacing and bituminous retreatment of 2.61 miles in and around Greensboro, J. M. Gregory, Raleigh, \$11,637.74.

Rockingham — Grading and bituminous surfacing for widening of 2.14 miles on US 220 beginning at Market Street in Madison and following US 220 to Main Street in Mayodan, Thompson-Arthur Const. Co., Greensboro, \$134,946.00.

Rockingham—Bituminous surfacing of 5.80 miles on Mayodan-Leaksville road from Shiloh church west 5.8 miles toward Mayodan, Virginia Engineer, Co., Inc., Newport News, Va., \$55,364.00.

Surry—Bituminous surfacing of .91 mile on US 52 in Mt. Airy and Pilot Mountain, Atlantic Bitulithic Co., Washington, \$15,177.00.

Catawba—Bituminous resurfacing of 6.02 miles on US 70 and NC 127 in Brookford, Longview, Hickory, and on NC 127 between Hickory and Brookford, Virginia Engr. Co., Inc., Newport News, Va., \$43,600.06.

Alexander-Iredell—Bituminous resurfacing of 7.94 miles in Mooresville, Statesville and Taylorsville, Virginia Engr. Co., Inc., \$73,677.89.

Robeson—Sand asphalt surfacing of .53 miles on NC 11 at approaches to Big Swamp bridges, Zeigler-Cline Const. Co., Fayetteville, \$10,113.75.

Mecklenburg—Bituminous retreatment of 12.49 miles on US 21 from a point near north city limits of Davidson through Davidson, Cornelius, and Huntersville, J. M. Gregory, Raleigh, \$22,353.80.

Mecklenburg—Bituminous surfacing of 7.40 miles from Beatty Ford road at Gilead Church to end of present pavement near Huntersville, and from a point on Nowell-Hickory Grove road to Robinson Church, Propst. Const. Co., Inc., Concord, \$97,939.75.

Catawba—Bituminous resurfacing of 13.98 miles on NC 16 and US 321 in vicinity of Conover and Newton, Virginia Engr. Co., Inc., Newport News, Va. \$93,516.76.

Alexander—Bituminous surfacing of 6.1 miles from Paul Paynes store to Iredell county line, A. R. Thompson Contr., Inc., Rutherfordton, \$43,609.00.

Catawba—Overhaul and bituminous surface treatment of 14.30 miles from NC 10 southeast 8.6 miles toward Terrill Murray Mill road and from US 70 to Lookout Dam bridge, E. H. Hines Const., Inc., Greenwood, S. C., \$107,211.00.

Iredell—Bituminous surfacing of 6.50 miles from US 21 at Oswalt to Rowan county line via Amity Hill, Propst Const.

## Shop Transfer Deal At Camp Davis Gets Final Navy Approval

Camp Davis.—Negotiations between the State Highway and Public Works Commission and Navy officials, which have been in progress since January, ended here June 7 with the official transfer of a machine shop and equipment to Highway Division Three, with headquarters at Fayetteville.

Initial steps toward moving the shop and its contents to Fayetteville were begun immediately after the transfer, and considerable progress in the dismantling process has already been reported. In Fayetteville, the surplus Navy machine shop will be used to replace the highway division shop destroyed by a fire on December 15 which caused a loss to the Highway Commission of approximately \$200,000.

Prior to the official transfer of the all-metal shop and its equipment, highway officials and workers were on the ground here with photostatic copies of the building plans in readiness to begin the moving process. In exchange for the machine shop, which was no longer of use to the Navy except as surplus property, the Highway Commission has agreed to provide maintenance for approximately 20 miles of roadway in the camp area which was constructed during World War II. Details of moving the shop to Fayetteville are under the supervision of Equipment Engineer S. C. Austin.

As one of the results of the shop transfer and road maintenance agreement between the Navy and the Highway Commission, the access road to the Outer Bank area above Topsail Inlet will again be opened to the public, Chief Engineer W. Vance Baise has disclosed. In the prewar era a favorite spot for channel bass fisherman, the Topsail Inlet area can again be reached by the Sears Landing bridge over the Inland Waterway near Holly Ridge.

Co., Gastonia, \$44,932.80.

Lincoln—Overhaul and bituminous surfacing of 5.40 miles from NC 27 south to US 321 near High Schools, Ben B. Propst Const. Co., Concord, \$41,425.00.

Scotland—Sand asphalt surfacing of .32 miles on approaches to bridge and on culverts located on US 15-A between Laurinburg and Wagram, Zeigler-Cline Const. Co., Fayetteville, \$7,239.75.

Cabarrus-Stanly—Furnishing, hauling and spreading of aggregate on 15.62 miles of NC 49 from NC 73 at Mt. Pleasant to new NC 6, Ray D. Lowder, Albermarle, \$68,136.00.

The eastern puma or panther, long considered extinct, has been discovered in New Brunswick.